

WILL ASK GOVERNMENT TO TAKE OVER BANKHEAD HIGHWAY

INSPECTION SHOWS ROADS ARE TIP-TOP THROUGH 2 STATES

Director Gen. Rountree
And Party Tour Georgia
And South Carolina.

COVER 400 MILES
Highways in States West of
Birmingham Soon to Be
Visited.

BIRMINGHAM, Ala., Oct. 7.—(Special)—J. A. Rountree, director general of the Bankhead Highway Association, after a two weeks' tour in the States of Georgia and South Carolina, inspecting main line and branches of the Bankhead Highway, has returned to Birmingham. Director General Rountree is quite enthused over the splendid condition of the Bankhead Highway in these two States, as well as the interest and enthusiasm the people are manifesting in these two States over the building, marking, maintaining and beautifying the same.

There are 250 miles of the Bankhead Highway in Georgia and 150 miles in South Carolina. Eighty-five per cent of the highway in each of these States has been built on or is being built on hard surface and top soil road. They are in excellent condition.

Extensively Entertained.
The inspection commission of the Bankhead Highway consisted of Hon. Bennet Cameron, president; J. A. Rountree, director general; Mrs. R. K. Rambo, chairman of the women's commission for Georgia; M. J. Abney, vice president for Georgia; J. C. Duckworth, vice president for South Carolina; A. N. Alford and C. N. Ferguson, directors from Georgia. This commission visited more than twenty-five towns and cities in Georgia and South Carolina. Addresses were delivered by President Cameron, Director General Rountree and Mrs. Rambo at each one of them. The commission was extensively entertained.

Director General Rountree secured all the data and information in regard to the roads so that reports can be made to the executive council of the Bankhead Highway. The Bureau of Public Roads and the Congress, which will meet in December. A request will be made at the coming meeting of the Congress

to have the government take over the Bankhead Highway as one of the great arteries stretching across the continent.

To Continue Inspection.
The inspection commission was very much pleased with the condition of the road in the two States inspected and will make a most favorable report on the same. Director General Rountree will remain at headquarters for several days, after which he will organize and arrange for inspecting the Bankhead Highway in a number of States west of Birmingham.

PUBLIC ALL EAGER FOR CLOSED CARS

Mounting Percentage of Production Reported by Dodge Brothers.

Production schedules prepared by the motor-car manufacturers for the coming year reflect accurately the constantly increasing desire of the public for closed-car comfort. The strength of the closed-car demand is illustrated by the fact that Dodge Brothers, Detroit manufacturers, are planning to devote approximately 35 per cent of their large production for the latter half of 1922 to construction of closed cars. The importance of this figure is emphasized by comparison with last year's closed-car percentage, which was approximately 13 per cent.

The production schedule shows that the closed car of today is distinctly not a "luxury" car. It is in great demand because it will stand up under hard driving and pounding on bad roads just as sturdily as the open car—and at the same time offer closed-car protection and comfort.

The steel body construction which Dodge Brothers recently introduced in their business coupe and business sedan provides strength and resistance to strain which is possible only where the construction throughout is of steel. And prices of closed cars can by no means be thought of as prohibitive, as they might have been years ago. The prices of Dodge Brothers all-steel closed cars, for example, now exceed the prices of the open cars by narrow margins of \$100 to \$200.

In the northern and eastern States, where from 5 to 7 months of the year are too cold for comfortable driving in an open car, the popularity of the closed car is growing by leaps and bounds. Even in the south the buying public appreciates the instant protection against rain or inclement weather which this type affords.

The rapidly mounting percentage of closed-car production shows how well the motor-car public is taking to this type of car.

R. H. Harper and His Successful Executives



1. R. H. Harper, President.
2. B. D. Jenkins, Secretary-Treasurer.
3. R. S. Davies, Sales Manager.
4. D. C. Helmes, Service Mgr.
5. J. B. Barnes, Used Car Mgr.

Each man is an expert in his line and under the direction of their capable leader has achieved great success for the Durant Car in Washington.

CLOSED CAR BODIES IN GREAT DEMAND

Fisher Company Soon to Have
Largest Manufacturing
Floor Space in World.

Impressive evidence of the remarkable shifting of public demand for closed cars is shown by the recent announcement of the Fisher Body Company that they have arranged to build or take over six large plants near Chevrolet assembly plants for the sole purpose of supplying closed cars to Chevrolet Motor Company.

Addition of these new plants will give the Fisher Body Company the largest total manufacturing floor space in the world—the aggregate being over twenty million square feet, nearly three times the area of the United States Steel Corporation.

According to Colin Campbell, general sales manager, Chevrolet Motor Company, Chevrolet is the lowest priced car on the market carrying a Fisher body, hence it has attracted buyers both from the lower and higher price classes because of the high quality of the body and the engineering improvements in the chassis. Chevrolet is now the largest producer of closed cars of this quality.

In one year Chevrolet Motor Company closed car requirements have increased from approximately 9 per cent of its volume to nearly 50 per cent and indications are that in 1923 more than half of its production will be closed cars.

ANDERSON HAS NEW FACTORY MANAGER

J. G. Murphy has been made factory manager of the Anderson Motor Company at Rock Hill, S. C. Mr. Murphy is well known in manufacturing circles having held some important positions in the automobile industry in the past seventeen years. He was for some time assistant factory superintendent for the Pierce-Arrow Motor Company, superintendent of Kelly Valve Company, of Chicago, and has held several other responsible positions.

Mr. Murphy has already assumed his new duties and is now preparing for the production of twice as many Anderson cars as were previously scheduled to be built during the next twelve months.

Wallace Breaks An Old Tradition

Agriculture Secretary Abandons Horses and Carriage
For Lafayette Sedan.

In official Washington, a tradition of more than thirty years' standing has just been shattered. Secretary of Agriculture Henry C. Wallace now rides up and down Pennsylvania avenue in a motor car—a vestibule sedan that bears the Lafayette cameo on its radiator front.

If you are ignorant of precedents the latter statement is not at all astonishing and you might rightfully inquire, "Well, what about Norman J. Colman, rodeo man, like all Kokomo or all Okla. motor?"

The facts in the case, however, are these:

Always Used Horses.
Never before in the history of the Department of Agriculture—it was established in 1889 near the close of President Cleveland's first term—has the holder of this particular portfolio had occasion to patronize a gasoline filling station. In fact, the horse-drawn carriage in which the first Secretary of Agriculture, Norman J. Colman, rode was accepted as the official vehicle of the department by all of his successors and during the administrations of Presidents Harrison, Cleveland, McKinley, Roosevelt, Taft and Wilson, the Secretary of Agriculture looked to a team of spanking bays or prancing blacks for motive power.

The fact that the Secretary of Agriculture has clung so long to the horse-drawn carriage as his official vehicle is all the more surprising when you consider that the farmer—the very backbone of the automobile market and has taken more advantage of the automotive power than any other productive group. Nor is the horse any longer the infallible symbol of farming.

Dolly and Ned Gone.
Plodding Dolly and patient Ned, which once were prominent in almost every rural picture, have been replaced by truck and tractor, and if Rosa Bonheur were to paint her famous "Horse Fair" today, the automobile show at the county fair would be brushed upon her canvas.

TRUCK WRECK GETS LIGHTNING REPAIRS

Standardized Parts Remake
Job in Two and a Quarter Hours.

Making over a badly wrecked delivery truck in only two and a quarter hours recently avoided many days of expected service loss and saved \$100 in expense for the Fame Laundry Company of Indianapolis.

This lightning reconstruction was made possible by the standardized stock parts and economical methods of the Martin-Parry Corporation of Indianapolis, largest commercial body builders in the world, who built the laundry's delivery fleet.

The truck had been sideswiped and overturned in a ditch while on its delivery rounds. When the wreck was righted and pulled out of the ditch the laundry manager believed an entire new body would be necessary. He desired to get the truck back into service in less than two or three weeks.

Almost Total Wreck.
Its vestibule was entirely demolished, top crushed, trimmings torn off, fenders smashed, and it was thought the elaborate panel decorations, seal and monogram would have to be painted new on another body.

A new body and this expensive painting to maintain the laundry's pride in the attractive appearance of its delivery fleet was expected to cost at least \$150 and keep the truck out of service for many days.

GASOLINE IS TAKEN FROM NATURAL GAS

West Virginia Has Production
Which Runs Into Millions
Annually.

Gasoline is a live subject. It is particularly interesting to the 115,249 automobile owners in West Virginia, who are compelled to buy gasoline for their machines.

Many of the automobile owners, however, do not know that a large percentage of the "gas" they use is taken from natural gas. And comparatively few people in West Virginia know that the first natural gas gasoline plant erected in the United States was built near Sistersville, W. Va., in 1903. This plant was the type known as the compression process and operated on gas derived from oil wells.

1920 Record \$12,040,551.
There is probably less known about this industry than there is about any other industry in the State that approaches its magnitude. The market value of gasoline produced in West Virginia in 1920, the latest statistics available, was \$12,040,551.

This industry began to develop in a practical way about 1910, although active expansion of the industry did not take place until 1915. In 1911 there were in the United States 196 plants for the recovery of gasoline from natural gas, and in 1920 we find 1,149 such operations. There are two methods of recovering gasoline from natural gas. They are known as the compression and absorption processes. In the compression process all the gasoline manufactured is from gas gathered before it enters the State in the form of gas wells. This gas is subjected to varying pressures that cause the gasoline contained in this gas to condense. This product is of a light character and must be mixed with a heavier petroleum product before it can be used for fuel or automotive units.

Has 163 Plants.

West Virginia in 1920, had 163 compression plants with an output of 10,972,833 gallons of gasoline valued at \$2,169,859. This State ranks fourth in the production of natural gas by the compression process, Oklahoma having a wide margin over California, Texas and West Virginia. However, the value of gasoline produced in West Virginia is higher than that produced in any other State in the Union. The average market price in 1920 was West Virginia, 19.84 cents; Oklahoma, 17.34 cents; California, 18.72 cents and Texas 17.48 cents. Gasoline produced by the absorption method consists of passing dry or lean natural gas, that produced by gas wells, through a light petroleum oil which absorbs the gasoline contained therein, and this oil is subsequently piped to a steam distilling apparatus where the gasoline absorbed by the oil is recovered. This product having been steam distilled does not contain the petroleum fractions characteristic of the product made by the compression process.

Has Little Ca'thon.

By the addition of from 10 to 20 per cent of natural gas gasoline to the refinery gasoline, that produced from crude oil, a very satisfactory motor fuel is produced which insures easy starting and freedom from carbon. As natural gas gasoline has a high volatility, it is also blended with other refinery products, such as naphtha, 22.99 cents, increasing the value of such blending materials.

It is of interest to West Virginians to know that the largest gasoline absorption plant in the world is located in the State at Hastings, W. Va. This plant is owned and operated by the Hope Natural Gas Company. It was built in 1910, being the first gasoline absorption plant ever constructed in the United States.

There were forty-eight absorption plants in West Virginia in 1920. They recovered 42,968,665 gallons of gasoline valued at \$9,873,622, leading by an 85 per cent greater output than Oklahoma, and of course by still greater percentage over California and Pennsylvania. The average market price of the West Virginia gasoline in 1920 was, per gallon, 22.99 cents for Oklahoma 13.24, and Pennsylvania 22.16.

CAPITAL TO HAVE BRANCH OF NEW MOTORISTS' BODY

National Association Organizes Division With
Bill Ullman in Charge.

HAVE 100 MEMBERS
Will Maintain Touring Information Depot and General Service Bureau.

That the recently-launched National Motorists Association, which is the outgrowth of a countrywide demand for an effective national organization of automobile owners, intends to become thoroughly established throughout the United States is made clear in the announcement last night that a National Capital division of the association is to be formed to further strengthen the great chain of affiliations already extending from coast to coast and from border to border.

Equal in importance to this announcement is the news that the new division is to be formed under the leadership of William Ullman, for eight years an executive at the national headquarters of the American Automobile Association.

According to Executive Secretary Fred H. Caley, establishment of a National Capital Club was the logical sequence of the N. M. A.'s recent capture of the Keystone Club of Philadelphia, the Atlantic City Club, the Automobile Club of Maryland and the Delaware State Automobile Association.

"And," says Mr. Caley in a statement concerning his organization's latest enterprise, "the next move was to obtain the best man for the job. We consider ourselves fortunate in winning the interest and active cooperation of Mr. Ullman."

While the new venture is to be undertaken at the most inauspicious season of the year for launching an automobile club, N. M. A. officials are confident that spring will find the Washington organization strong on its feet and functioning 100 per cent in behalf of motorists. This confidence is gained from the fact that the mere announcement of the new organization, together with the acknowledged interest of Mr. Ullman, brought nearly a hundred voluntary memberships.

Under the direction of Field Secretary Raymond Beck, the National Capital Club is to have a touring information depot and general service bureau in full keeping with the city's importance as a motoring objective and a point of radiation for automobile tours. Plans to this end are already under way.

Mecca for Tourists.
It is generally conceded that Washington gets more tourists from more sections of the United States than any other city, and it is with the idea of adequately serving these motorists from all corners of the country that the National Capital Club is to be launched and lofted to the very highest plane.

In a statement concerning the man who will lead the Washington club Secretary Caley says:

"All Washington seems gratified at the announcement that William Ullman is to become active under the banner of the N. M. A."

"When Mr. Ullman resigned from the American Automobile Association last April, the entire Washington advisory board, comprising a number of the city's foremost citizens, resigned with him, together with many individual motorists. No man in the National Capital enjoys more popularity among motorists, and he has the indorsement of the press and public generally as well as the Washington automobile dealers individually and collectively."

In a Newspaper Man.
"Mr. Ullman has been a newspaper man practically all his life. It

Auto Men Fight War Excise Tax

Letter Sent to Congressional
Candidates Charges Laws
Are Discriminatory.

Reaffirming the continued opposition of the automotive industry to the "discriminatory war excise taxes," C. C. Hanch, chairman of the taxation committee of the National Automobile Chamber of Commerce, has addressed a letter to each nominee for Congress, asking him whether he favors repeal of this legislation.

The communication, which was unanimously approved by the board of directors, points out that Congress itself emphatically indicates its desire to repeal these taxes in the passage of the 1921 law, when the taxes were removed from motor articles and reduced on others. "In no case," Mr. Hanch points out, "did Congress increase such taxes or add new ones."

Recording Device Is Almost Human

Bureau of Standards Has
Machine That Notes Everything About Auto.

The Bureau of Standards has developed a device which is almost human in its ability to record many of the things which take place in the mechanism of an automobile while being driven on the road. This machine is entirely automatic, and records the speed of the automobile, its acceleration, and the temperature of the water, gasoline, and oil. Even the velocity and direction of the wind is measured and recorded.

An ingenious photographic gauge makes a record of the quantity of the gasoline being used by the engine at any moment.

This very interesting apparatus was described by R. E. Carlson, of the Bureau of Standards, at a meeting of the Society of Automotive Engineers last Thursday evening at the Cosmos Club.

Many Other Signatures.
In addition to the signature of Mr. Hanch, who is vice president of the Lexington Motor Company, Cambridge, Mass., the letter bears the names of the other members of the committee as follows: H. H. Riba, president of Cadillac Motor Car Company; J. Walter Drake, chairman of the board of the Hupp Motor Car Corporation; George M. Graham, vice president Chrysler Motor Car Company; and F. J. Haynes, president Dodge Brothers. Charles Clifton, president of the chamber, and chairman of the Pierce-Arrow Motor Car Company, is also listed as a member ex-officio of the committee, of which Pyke Johnson is secretary.

The Washington Cadillac Company

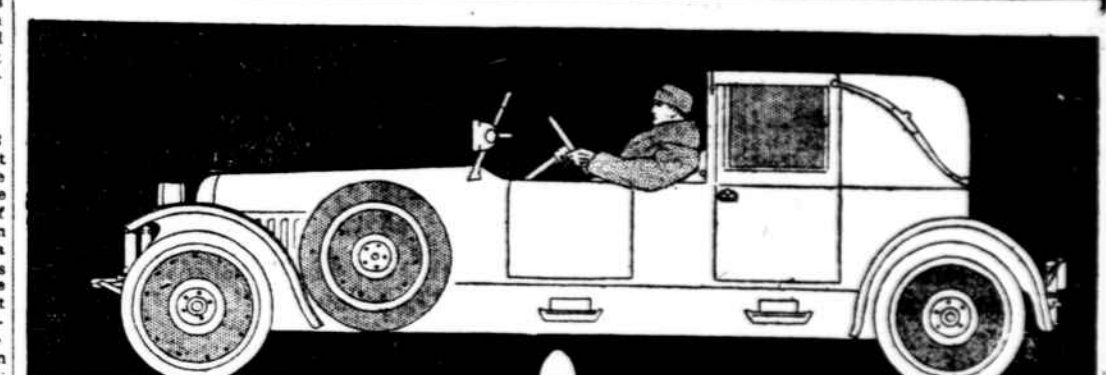
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